[Sh. Rangarajan Kumarmangalam]

Fourteenth Report of the Business Advisory Committee Presented to the House on the 7th April, 1992."

MR. CHAIRMAN: The question is:

"That this House do agree with the Fourteenth Report of the Business Advisory Committee presented to the House on the 7th April, 1992."

The motion was adopted

13.09 hrs.

MATTERS UNDER RULE 377

(i) Need for Simultaneous Constitution of Board Gurage Link Between Salem Via Namkkal and Rasi Puram and Madurai - Maniachi.

[English]

SHRI R. DHANUSKODI ATHITHAN (Tiruchendur): Sir, the approved scheme of conversion of metre guage railway line into Board guage between Madras and Dindigal *Via* Villupuram- Tiruchirapalli, a distance of more than 600 kms. is expected to take 7 to 10 years for completion. It is understood that the first two phases of construction of BG line between Karur -Dindigul - Tuticorin have been completed and the third and final phase between Madurai- Maniachi is to be taken up for construction. There is also a proposal for construction of BG line between Karur and Salem *Via* Namakkal and Rasipuram.

If proposed BG line construction between Karur- salem *via* Namakkal- Rasipuram is taken up simultaneously with the final phase of BG line construction between Maduari- Maniachi, the people of districts of Tamil Nadu, Tirunelveli, Kanyakumari, Nellai Kottambomman and Ramoad will be able to reach Madras directly by BG after the BG line construction between Madras and Dindigul is completed. This will go a long way in fulfilling the aspirations of the people.

I, therefore, request the Central Government to take up simultaneous construction of BG line between Karur and Salem via Namakkal- Rasipuram and the construction of BG line between Madurai- Maniachi.

(ii) Need to provide more facilities for Export of Bananas

SHRI VIJAY NAVAL PATIL (Erandol): Sir, with modern technology and adoption of tissue culture and other agricultural practices the yield of banana is on the increase in the country. Therefore, there is urgent need to take steps for export of bananas. A long term policy is also required to be formed for banana export. The Government of Maharashtra has started giving Rs. 100/- crores evrey year as grant to the farmers for growing horticulture crop every year. Therefore, other fruit crops like grapes, mangoes etc. Will also be available in large quantity for export. Hence long term fruits exports planning is required. This will enable the farmers to get proper income for their produce. Government will also get good amount of foreign exchange. I request the Minister for Agriculture to keep substantial amount at the disposal of APEDA for boosting exports and also I request to use his good office for prevailing upon the Air India to reduce the cargo charged and bring them at par with other airlines. There is also need for a developing pre-cooling and storage facilities for bananas and other fruits before their final packing and despatch. For this also Central Government should give substantial facilities for developing infrastructure.

(iii) Need for repairing 'U' turn on hill Alopes near Sunki on National Highway 43.

SHRI K. PRADHANI (Nowrangpur): Sir, the National Highway 43 runs from Raipur to Vishakhapatnam via Koraput district of Orissa where this road passes through Eastern Ghat mountains. Near Sunki on the hills, there is a dangerous 'U' turning on the hill slopes where the road is very narrow and steep and the turning is a sudden turn where the drivers face difficulty to adjust their steering of vehicles to cross the turning. About three years back this turning was widened to a comfortable size but the construction was so bad that it was wahsed away during rains.

As this road is the only road available for the people of this district to reach Vizianagaram railway station for passenger and goods traffic, I draw the attention of the Central Government to get this road turning repaired immediately to aviod any risk in future. Thank you.

(iv) Need to instal high power transmitter at Calicut Doordarshan Centre.

SHRI K. MURALEE DHARAN (Calicut): Sir, Calicut Doordarshan Centre, at present, has a low power capacity. The Government had taken steps to change it to a high power station. Accordingly the high power transmitter with accessories was procured and is now lying in the yard of All India Radio, Calicut. The Kerala Government had given the land for construction of building. But unfortunately the land has not yet been utilised for the purpose. Unless this high power transmitter comes into operation, the people of entire northern part of Kerala will not be able to view the programme properly I, therefore, request the Central Government to start the construction of building and instal the equipment which can benefit the entire people of Malabar, especially Wynad district which is thickly populated by tribals, adivasis and harijans. Thank you.

(v) Need to constitute regional councils for Laddakh and Jammu regions

[*Translation*]

SHRI MADAN LAL KHURANA (South Delhi): The people of Jammu have been agitating over the question of constituting zonal councils and rehabilitating the people who have migrated from Kashmir Valley. According to people of Jammu and Laddakh regions, the Government had allocated nearly Rs. 75 crores to the State but major portion of it has been spent on Kashmir Valley. A very small amount was spent on the development of Jammu and Laddakh regions.

As such, I would request the Government to constitute seperate zonal councils for Laddakh, Jammu and Kashmir Valley so as to ensure coordinated development in these regions.

(vi) Need to provide more ships to the Andaman and Nicobar islands

SHRI KASHIRAM RANA (Surat): The Government is not paying as much attention towards Andaman and Nicobar as it ought to. Lakhs of people visit these places since the day the Ceilular Jail of this historical place of freedom struggle became a national moments. Apart from this, thousands of people from West Bengal and Tamil Nadu have made major Contribution towards the development of this State. Thousands of people live from these two states there. Adequate transport facilities are not available for the local population. Ships are not available in adequate numbers between Calcutta and Madrass to Port Blair in Andaman. Due to this thousands of people have to wait for ships for nearly two to three months. Sometimes, they have to pay Rs. 1000 to Rs. 1500 as fare whereas the actual fare is Rs. 150. The State -owned ship " Harshvardhan" is not able to cope with the traffic Ships available there used for transportation of and movement of Haj pilgrims of and movement of Tamil refugees to Shri Lanka. Due to this, the thousands of people living in Andamans are facing great hardship. This has an adverse effect on the price front. The prices shoot up and commodities take three to five months to move from one place to other.

In view of the aforegoing I would request the Government to provide sufficient number of ships for the convenience of thoudands of people living in the Andamans. In addtion, these ships should be used only for the people of andamans and not for only other purpose.

(vii) Need to run a super fast train from Aurangabad to Bombay

[*English*]

SHRI ANKUSHRAO RAOSAHEB TOPE (Jalna): The conversion from metre guage to broad guage from Aurangabad to Manmad has been completed and also a new train is running from, Aurangabad to Bombay, but